

## Governor's Wife Awards Prizes At the Park

Above frowned the bold outline of Diamond Head, rugged, threatening, suggestive of the great guns that crouch in concealment behind; manuka the mist and seeds of rain momentarily obscured. Manon valley, now and again charging down in white walls that changed to silver and vanished as if absorbed by the bright sunlight; toward the city arose a cloud of golden dust stirred up by the hurrying wheels of approaching carriages and the bounding hoofs of horses; and on the level plain of Kapiolani Park gathered one of the largest crowds that ever assembled in Honolulu to see the awarding of prizes for the Fourth Annual Floral Parade.

"Kaleidoscope of color" is a phrase worn threadbare by too constant use—but what other expression can one find to give an idea of the scene that presented itself from the judges' stand this morning at the review and awarding of prizes?

It was nearly 11:30 when the head of the parade reached the park, for the pace was necessarily set by the slowest unit—and a goat is no speed record-breaker. In fact, the goats fell out before the park was reached.

Charging down the line with a thunder of hoofs and in the midst of a cloud of dust the pa-u riders formed in line along the roadside beyond the judges' stand while the girl riders and the Island Princesses took their stand Ewa of the platform. Followed the automobiles and carriages, which passed in review, then circled about and came to rest on the sward back of the stand until the prize-winners were called out and told to drive back and receive the much-valued banners and ribbons.

But it wasn't the parade that made the show that is peculiar to Honolulu. The automobiles, carriages, princesses, and pa-u riders were all a part of it, but only a part. It was the crowd that assembled under the blue sky of Hawaii, a crowd gathered from all the corners of the earth and assembled in this beautiful park, that was the real spectacle.

On the side of the road opposite the judges' stand was drawn up a line of automobiles that were not entered in the parade but which must have numbered not less than 75. Mingled with the mowers, wagons, carriages, carry-alls, with here and there an old express wagon filled with Chinese or Japanese.

About the judges' stand were grouped the pedestrians in thousands—men, women, and children—especially children—of all nationalities, and all dressed either in the white that is peculiar to these islands or in the reds, blues, pinks, and yellows so loved by many of the conglomerate multitude. There have been Floral Parades before, but never one that attracted a crowd like the one that assembled in Kapiolani Park this morning. How they all got there in time to see the judging is a mystery—but they were there. Some came in hurrying automobiles, some in carriages, some afoot. The street cars were jammed until there was not room for a fly to stick on.

But there was room for all. Kapiolani Park is possibly not so well adapted to the purpose to which it was put this morning as are the Punahou College grounds, which were used last year, from the standpoint of the judges, as it is impossible in the former place to see more than a portion of the parade at one time, but it offers more room to the general public.

Great difficulty was experienced in keeping the road clear for the riders and the automobiles, floats, carriages, etc. Most of the actual police work was done by J. M. Dowsett and a few able assistants, the police, with the exception of tow of the mounted men, appearing to think that their principal duty was to stand in picturesque poses and have their pictures taken by the hundreds of camera fiends. The pa-u riders were obliged to go all the way around the track before they could get room enough to gallop past the judges' stand.

When the parade reached the grounds and its various units had taken their places after passing in review before the mahini judges, those who were adjusted best were instructed to return to the judges' stand. There Mrs. Walter F. Frear, wife of the Governor of Hawaii, handed to the successful competitors the pennants, ribbons, and badges that indicated the degree of their excellence. She was assisted by T. H. Peirce.

### REAL ESTATE TRANSACTIONS.

Entered for Record Feb. 19, 1909, From 10:30 a. m. to 4 p. m.  
Daniel Hellew and wf to Antonio M Braga and wf .....  
John T. Brown and H Yanagatubo et al .....  
Joseph D Grant by reg .....  
S S Robertson to Malia Kekua. AM Malie Kekua to Marnea Coffin. Rel Valentine S Holt et al to Trs of

et of W C Lunallio ..... M  
Wm A Hall to Tr of Est of R W Holt ..... M  
J H Schnack and wf to Kahikina K M Whittle ..... D  
Entered for Record Feb. 20, 1909, From 9 a. m. to 10:30 a. m.  
Mrs Lebeke Ahuli to John K. Ke-aloha et al ..... D  
Sarah C Waters by atty to A M Cabrinha ..... L  
Sarah C Waters by atty to Mariane Da Silva ..... L  
Ulu Tract ..... Plan  
Isaac Testa to Puaala Williams ..... D  
Wong Kwai to Wong Liong ..... D  
Y Maruono to von Hamm-Young Co Ltd ..... CM  
H Kaikfeld & Co to Jose G Serrao. D

Recorded Feb. 5, 1909.  
Joao G Clemente and wf to S Stanford; D; E half lot 23, blk 16, Kawaiaho St. Honolulu; \$500. B 315, p 269. Dated Mar 24, 1908.  
Minnie Lovell and hsb to Iokua Kellalaolo and wf; D A; male child Joe Lovell, born Oct 17, 1908. B 321, p 107. Dated Feb 1, 1909.  
Schuman Carriage Co Ltd to Maria I Elvin; D; lot 8, blk 16, Kaimuki Tract, Honolulu; \$165. B 315, p 271. Dated Nov 16, 1908.  
Filomena Benevides to Maria J Rosa; Rel; int in leasehold, bldgs, etc Honoukaha, Honolulu; \$400. B 307 p 484.  
Mrs Josephine Wilder to von Hamm Young Co Ltd; C M; 1 two-cylinder Model P Buick touring car, No. 9414, Oahu; \$900. B 307, p 484. Dated Feb 4, 1909.  
Raymond Reyes by mtgee to Kala Kaalibue; Fore Affdt; int in lot 3 of Machado Subdivn Aylum Rd, Honolulu. B 307, p 486. Dated Jan 7, 1909.

Recorded Feb. 6, 1909.  
Pioneer Bldg & Loan Assn of Hawaii to Joseph J Dias; Rel; pc land, Wyllie St. Honolulu; \$675. B 314, p 184. Dated Feb 5, 1909.  
Joseph J Dias and wf to G L Samu-son; D; por R P (Gr) 1302, Wyllie St. Honolulu; \$750. B 315, p 272. Dated Feb 5, 1909.  
Bernard F Beardmore and wf to Trs of Est of W C Lunallio; M; lot 4, blk 9, College Hills, Honolulu; \$2,400. B 314, p 186. Dated Feb 6, 1909.

## CHINESE IS FOUND DEAD IN HIS BED

A Chinese laundryman was found dead, locked in his house in Moanalua early this afternoon. According to Ah Kap, Samuel Damon's Chinese luna who reported the matter to the police, the man had been dead for several days.

The body of the Chinaman was discovered by Ah Pak, who was attracted by the great number of flies which hung around the house.

Deputy Sheriff Rose will investigate the cause of the man's death.

### NOTES ON THE ROAD HOME

When last seen, the "Kona nightingale," which drew the cart exploding European immigration, out to Kapiolani Park this morning, was slowly wending his way back to town. The donkey looked "all in" and appeared to be ruminating on the delights of the Big Island, as compared with the joys of a Floral Parade.

The goat, which also worked his way out to the park, was placidly browsing on an empty corn beef can when sighted on the starboard side of a "Vaikiki car."

The butterfly cyclist was painfully shoving his insect along Kalakaua avenue, whilst the turtle had retired with in his shell and refused to proceed.

"Dooney" Hartman was the life of the Elks bunch, and his invitation to Doyle to leave the parade proper and join the festive crowd in the Elks' auto.

Dr. C. A. Nahl, who arrived today in the Mongolia is stopping at the Hawaiian hotel. He was graduated from the Cooper Medical College in 1901.

Some thorned gambler caught in the net gave his name to the police as Edward Wolter, and it was so published this morning. There is but one real Edward Wolter in Honolulu and he objects to his name being taken in vain by anyone, especially on the morning of his fifty-fifth birthday, which he is celebrating today. Mr. Wolter does not appear in the gambling raids or police court records.

Practically all the business houses along the waterfront today closed in honor of the birthday of George Washington.

Mrs. Ballou, wife of Justice Ballou of the Supreme Court, returned today in the Mongolia.

George R. Carter, accompanied by Mrs. Carter, were among the arrivals this morning in the steamship Mongolia.

N. W. McIvor, former American Consul at Yokohama, is a through passenger in the Mongolia.

ALL THE SHIPS in the harbor today are decorated with flags in honor of the birthday of George Washington.

THE AMERICAN-HAWAIIAN company's steamer Pleiades is due to arrive today from the sound.

## GORGEOUS IS PAGEANT

(Continued from Page 1)

their horses curvetting—a page out of the Past transferred to the present.

Followed the bicycle section, the wheelmen slowly pushing their strangely decorated mounts like a finny host emerged from the sea.

Another deputy marshal followed them to see that the line pursued its way without confusion, and then came the Saint Louis band.

The band preceded the biggest section of the parade, the automobile section, the beautifully decorated machines following one another slowly at regular intervals and eliciting the cheers of the populace that crowded the sidewalks along the line of march.

Another deputy marshal, and then the Industrial School band.

Then came the princesses, beautiful girls riding handsome horses and vying with one another in the skill with which they sat their mounts, and rousing the applause of their special adherents.

After them came the long line of decorated carriages, and then the floats.

At the end of the long parade came Honolulu's excellent fire department, the fire ladders costumed in their fire fighting clothes, the well groomed horses prancing, every bit of metal on harness and wagons shining.

### AUTOMOBILES

No. 1—The von Hamm-Young garage showed a spirit of keep abreast of the times by entering an airship. The ship was built of white and outlined in the natural flowers of the bougainvillea.

No. 2—A. A. Young entered a runabout the entire body and wheels of which were covered with bunches of white and purple violets against a background of maidenhair fern. And these modest and delicate blossoms peeping from their feathery background formed a pretty picture.

No. 3—A unique entry was the runabout belonging to Mrs. Hoffmann. Nothing was used to decorate this little car but two vegetables—carrots and cabbages. The body of the car was hidden by the green tops of the carrots and the deep yellow of the vegetable itself was very effective against this. Four large cabbages were used for the lights. The whole effect was most pleasing.

No. 5—The large Isenberg car entered by the Japanese Consulate was one of the most beautiful of the touring cars. The body of the car was covered with American Beauty roses while from the interior grew several cherry trees in full blossom, the idea being to typify the assimilation of the American and Japanese in Hawaii. The car was occupied by Japanese and American types of feminine beauty.

No. 6—Lieut. Moses entered a runabout done in pink and green. The green used were fan palms and strings from one palm to the other were pink carnation leis. The canopy was formed of ferns caught here and there with pink satin bows.

No. 7—A Dillingham car entered by the Japanese Consulate was a picture of delicate pastel tints. The body of the car was hidden by hydrangeas in light blue, pink, lavender, and white, and scattered here and there were white chrysanthemums. A canopy of wisteria completed this picture of Japan.

No. 14—A large touring car entered by Mrs. W. Lanz was done in a soft, delicate shade of pink. Hundreds of pink roses with a background of tulle in the same delicate tint formed the body of the car. The five women occupants wore white-dotted Swiss dresses with white picture hats trimmed in pink roses. Fluffy white parasols with pink satin streamers formed the finishing touch to this picture of summer.

No. 15—Robert W. Shingle's new car might well have been called "The Scarlet Fan." The tonneau was screened in by three large fans made of deep red poinsettias. Small fans of the same color were used to cover every available space. The wheels were formed of red poinsettias. The occupants wore Colonial cut suits of red satin. The ladies of the party carried red parasols.

No. 16—The Aliolani School went back to nursery rhyme days in selecting a subject for their entry and entered the old woman who lived in a shoe. This old lady of the twentieth century was housed in a bright red satin Colonial pump with a massive gilt buckle. She and her children all wore dresses of scarlet.

No. 17—The students from the Punahou Preparatory School were seated under a pergola covered with masses of yellow blossoms. The students wore yellow leis and carried streamers of yellow satin ribbon.

No. 18—Oahu College was another of the beautiful school entries. Everywhere it was greeted with rounds of applause. The students in the car bore the college pennants and colors.

No. 19—The car entered by the Kawaiaho School showed that there had been hours of thought and work spent over it. The body of the car was in two shades of green and the side bore a large black shield with the Monogram K. S.

No. 20—The High School entered a large touring car done in black and yellow. A black pennant across the back of the car bore the word "McKinley" and across the hood was another large pennant with H. M. S. in old English type. Each of the occupants bore a H. M. S. streamer.

No. 21—The Normal School students were seated in a large car the body of which was covered with a light-green crepe and over this climbed masses of white roses. The young misses in this car were gowned all in fluffy dresses and wore picture hats of the same material with wreaths of roses.

No. 26—Mr. Cheatham entered a large float telling the old story of the cherry tree. In the center was a large sign which read "What Happened to George." Place, Mount Vernon, Time, 1738. The cherry tree was there, as was also George and his hatchet.

No. 25—Dr. Anderson's large car was covered with iris in delicate pink and blue and lavender and was occupied by a bevy of pretty little children.

No. 29—E. D. Tenney entered a large seven-passenger car decorated in pink and yellow roses and inside were a dozen little tots clad in dainty frocks.

No. 31—The entry of the S. S. Ironquils was the most pretentious of the floats. It was a large boat and was manned by a crew in uniform. A string of the national code signal flags floated over the center. The ship was outlined in purple iris.

No. 8—The touring car entry of J. L. McLean was a mass of yellow chrysanthemums and yellow tulle. The young lady occupants wore yellow chrysanthemums in their hair and carried Japanese parasols laden with the same flowers.

No. 9—Mr. Allan Herbert's runabout was decorated entirely in male and male leis. The occupants were Allan Herbert, Lady Herron, Princess Kapiolani, and Nora and Elfreda Lange.

No. 15—Mr. Batchelder entered a large touring car decorated with natural red and white carnations and the occupants of the car were each supplied with several red balloons. The body of the car and the wheels were of red carnations and the trimmings of the white.

No. 11—The Promotion Committee's entry was a runabout covered with a canopy formed of morning glories in all of the delicate pastel tints. The occupants all wore yellow leis.

No. 22—The Kailani Home entry was a large five-passenger car with the body entirely covered with yellow crepe paper over which was draped a fish-net. Through the net trailed vines covered with pure snow-white roses. The car was occupied by five little girls dressed all in fluffy white with hats crowned by yellow roses.

No. 23—George Ross' runabout formed a bright spot of color, being entirely decorated in the brightest of crimson and occupied by a boy and girl who wore coats and hats of the same vivid shade.

No. 24—Mrs. Bailey's entry was in royal purple and gold. The entire body of the car was completely hidden with bougainvillea while the wheels were formed of the same flowers intermingled with sprays of asparagus fern. Over the tonneau was a canopy of yellow and the occupants all wore yellow leis.

### CARRIAGE SECTION

The carriage section was led by Mr. and Mrs. Gus. Schuman driving their span of buckskins. The team was artistically decorated with wisteria and maidenhair fern with ribbons to match. This brought forth much applause as it passed along the streets.

Miss Lowe and Miss Magoon had a very attractive little rig in which they represented two Indian maidens with the appropriate surroundings.

Mr. Sourea drove a two-wheeler in which a "Kona nightingale" did service as motive power. The donkey carried a banner with "European Immigration" emblazoned on it and the rig was decorated with sunflowers and crotons.

Ernest Kaal's Glee Club had a most elaborate float drawn by a prancing span. The float represented music and was decorated in blue and white. Mr. Kaal and his glee club were appropriately placed and sang Hawaiian songs as they passed down the streets.

Hawaiian Tribe No. 1 of the Order of Red Men had a very striking float with Indians in full regalia seated about a tepee. A small papoose played the tomtom while the camp fire burned.

Fire Brigade

The fire brigade was represented by the chemical engine in charge of Assistant Chief Deering. The machine was decorated with lilies, malle and native greens. This was followed by the hook and ladder trimmed in red, white, and blue hydrangeas. The fire ladders always have something elaborate and this was up to the splendid standard of the department.

### FISHES

But the fishes certainly made up for any feeling of disappointment that spectators may have felt over the absence of the promised specimen of Japan's national vehicles. Not only was last year's display greatly surpassed as regards size, but the class of the individual entries was even better, though last year the fishes were highly complimented.

The Territorial Messenger Service was represented by a big Kala. The fish model was the work of a 15-year old messenger of the company, and was remarkably effective. With the exception of a brief glimpse of a bicycle propelled by a pair of youthful-looking legs, there was nothing to destroy the illusion of a giant of the deep swimming gracefully along this air.

D. W. Alexander propelled a Humu humu along the line of march. His "fish" evoked many expressions of admiration, and was very lifelike.

Rodriguez' entry, a Kawa, was a very clever bit of work, and showed much ingenuity, not only in conception, but in workmanship.

E. L. Hutchinson propelled a big Ulaula through the streets. The brilliant coloring of his finny monster was copied with startling truthfulness.

C. B. Freitas chose the shark for his bicycle decoration and carried out his work in a clever manner.

There were two turtles in line, one constructed and propelled by Ogulu and the other by Sala. It was no easy matter to drive the pseudo amphibians through the highways on the top of a bicycle, but, though ambitious, the undertaking was most successfully carried out.

Yoshikawa was not satisfied to follow in the footsteps of the other exhibitors, and his bicycle was decorated with a giant model of an air-dweller—the butterfly of his own sunny Japan.

With remarkable skill the artist reproduced, not only the delicate coloring, but the form as well of the fragile plumage insect. Each tenacle was reproduced faithfully and the entry was one of the most effective in the entire parade.

I. Graham and P. Dodge also had effective entries in line. There can be no doubt but that henceforth the bicycle entries will be one of the features of the Floral Parade.

### No Jinrikisha

The Japanese had announced their intention of entering a jinrikisha, but it was nowhere in evidence. It develops that there was but one "Nipponese cab" in Honolulu and in getting into practice for the Parade, the caddy ran across a car track too rapidly and the delicate wheels of the man-drawn sulky were put out of business.

An effort was made to get it ready in time for the Parade, but the repair job proved to be rather a big contract so the project had to be given up.

### JUDGES

The following officiated as judges in the various classes:

Automobiles—J. S. Rear, Vancouver; Mrs. J. B. Bryan, Rochester, N. Y.; and Mrs. J. W. Smith, Fargo, N. D.

Carriages—J. B. Bryan, Rochester, N. Y.; Mrs. S. S. Rear, Vancouver; and Mrs. George Frazer of Vancouver. Floats—J. W. Smith, Fargo, N. D.; Mrs. R. L. Morse, Seattle; and Mrs. George W. Kinney, Chicago.

Bicycles, Fire Department, Etc.—R. L. Morse, Seattle; Mrs. H. St. Goar, San Francisco; and Miss Georgina Joiner, Chicago.

Pa-u Riders—Mrs. J. M. Dowsett, Mrs. E. P. Low, and Harry von Holt.

SAN FRANCISCO, Calif., Feb. 7.—After increasing its rates between San Francisco and New York and subsequently announcing their cancellation, the American-Hawaiian Steamship Company has finally authorized a definite advance in its tariff schedule. The new rates will apply on about half the staple articles that enter into its trade. The increase will run from 5 cents a hundred on some articles to 10 cents a hundred on others.

The positive announcement of the advance was made yesterday by C. W. Cook, Pacific Coast manager of the company. Cook admitted that the higher schedule came as a sequence of the increase in rates by the transcontinental railroads.

This announcement will give an impetus to the plan to establish an in-

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dependent steamship line between San Francisco and the Isthmus of Panama. The American-Hawaiian line operates from Pacific Coast points to New York by way of the Tehuantepec railroad. There is an exclusive contract by which the railroad transports to the Atlantic side all freight delivered at the Pacific terminal by the American-Hawaiian Company.

### Harriman Holds Key

It has been stated that E. H. Harriman has procured an interest in the Tehuantepec railroad, and thus holding the key to coast shipments by that route has been able to prevent real competition with his transcontinental railroads. This report has never been confirmed, but it has been popularly supposed, on the face of conditions, that Harriman had reached an understanding with the American-Hawaiian Company.

He all this as it may, the shippers of California have come to the conclusion that they can bring about real competition with the Harriman lines only through the establishment of an independent or a government owned line of ships between the Pacific Coast and the Panama railroad.

The traffic offered the American-Hawaiian Company is more than it can well accommodate. It has taxed the capacity of the Tehuantepec railroad. In order to facilitate the movement of freight that line is now making plans to transform its double track system into a four-track system.

In discussing the matter last night C. W. Cook, Pacific Coast representative of the American-Hawaiian Company, said that his understanding was that the Mexican Government and not Harriman controlled the Tehuan-

tepec line. He answered the criticism that the American-Hawaiian Company had raised its rates with the statement that the Government lines running to Panama had done the same. The Government has based its charge on the through transcontinental railroad rate. The Government has quoted a through rate from San Francisco to New York 30 per cent. under the transcontinental rate on carload lots and 40 per cent. under the railroad rate on less than carload lots. This rate it shares equally with the steamship company transporting the freight between Panama and San Francisco. When the transcontinental roads advanced their rates the Government rate advanced automatically.

As an illustration of the difference between the transcontinental rates and the American-Hawaiian rates, Cook cited the tariff on lumber. It is carried by the transcontinental railroads from Pacific Coast points to New York at about \$26 per 1000 feet. The bare rate by the steamship line is \$11.25, but the necessary additions for transferring cargoes bring it up to \$16 per 1000 feet. This is about the ratio throughout the list.

The increase by the American-Hawaiian Company covers practically the same articles on which the railroads raised their rates.

Spectators at "Roxy Rollers" meeting in Oakland alarmed by hysteria of girls and claim that leader of cult has hypnotic eye.

Bloodhound fails to trace assailant of Elizabeth Grapes in San Rafael. Mothers' club organized to guard morals at Berkeley high school.

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